

RIVER ROAD STUDY COMMITTEE

Discussion of Preliminary Zoning Criteria

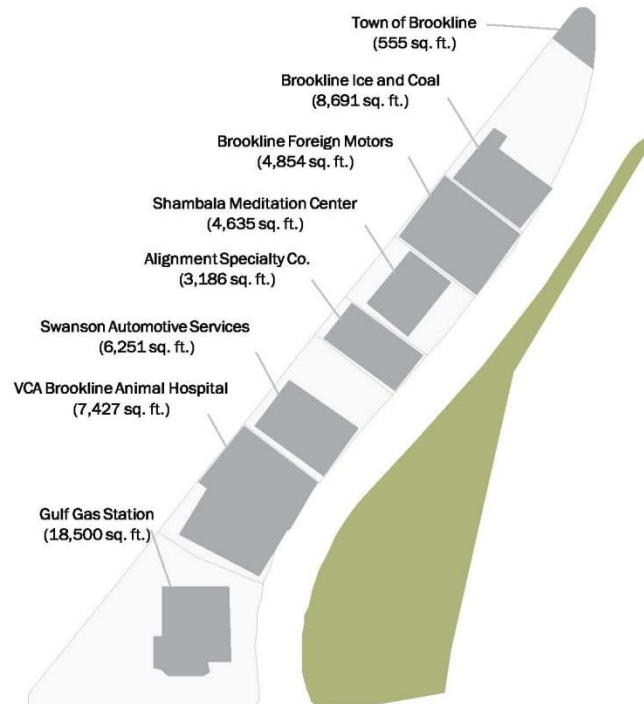
May 18, 2016

District Massing Under Consideration

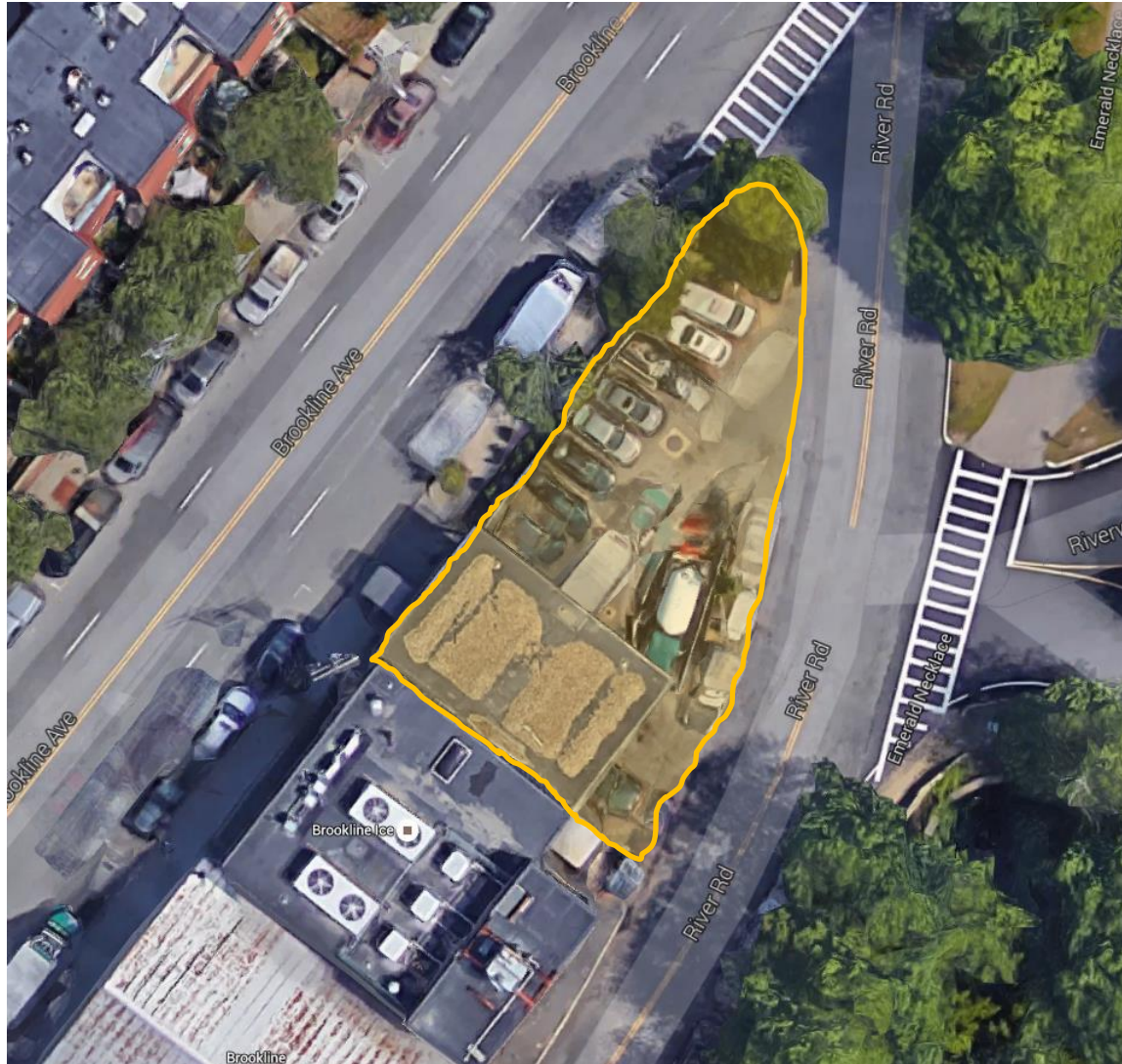


River Road Study Committee

Land Parcels & Existing Uses



Limited Build Zone

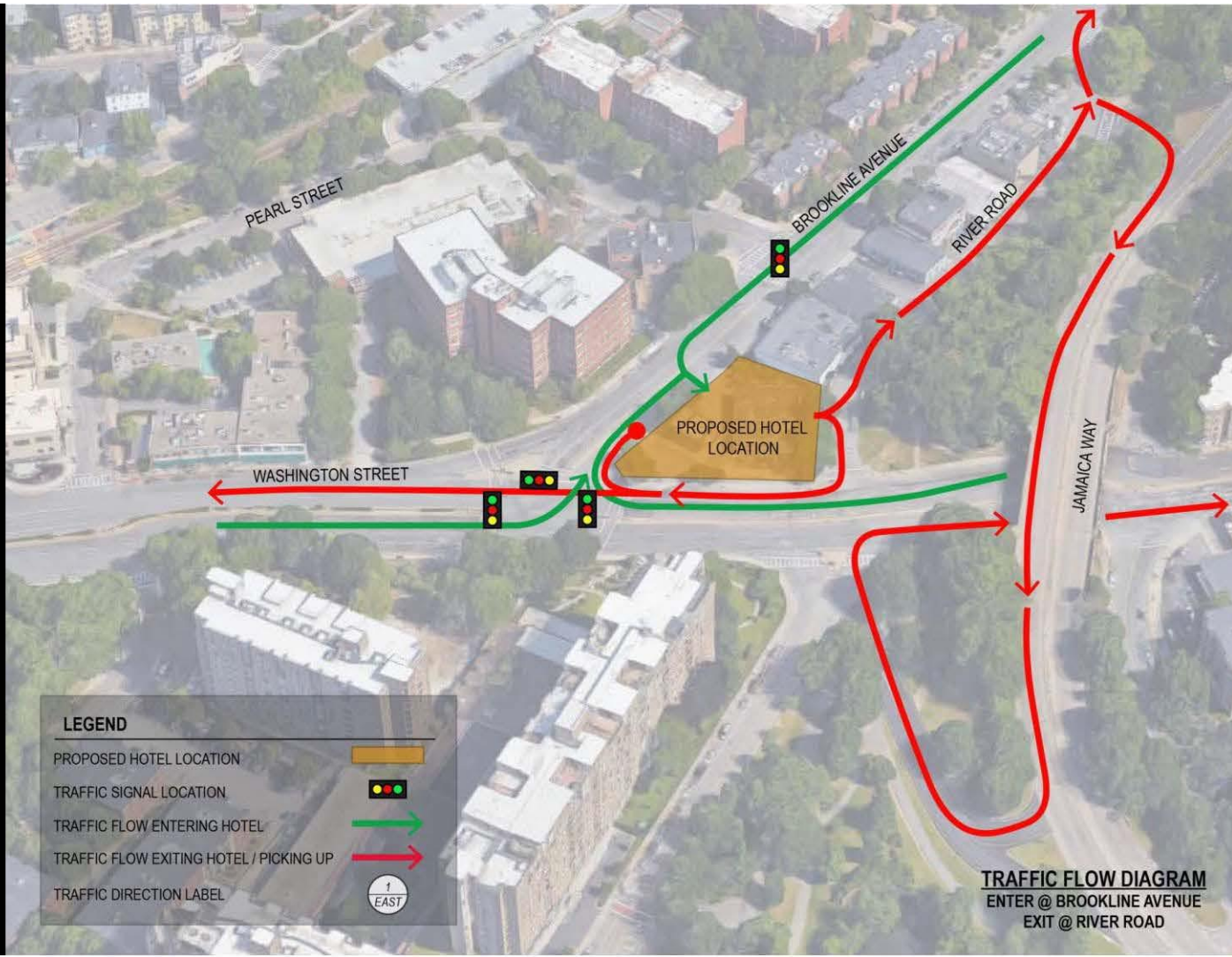


River Road Existing Conditions

(once ENC completed)



Traffic Circulation



Intersections Analysis

River Road/River Way Ramp/ Rte 9 Crossing Alternatives

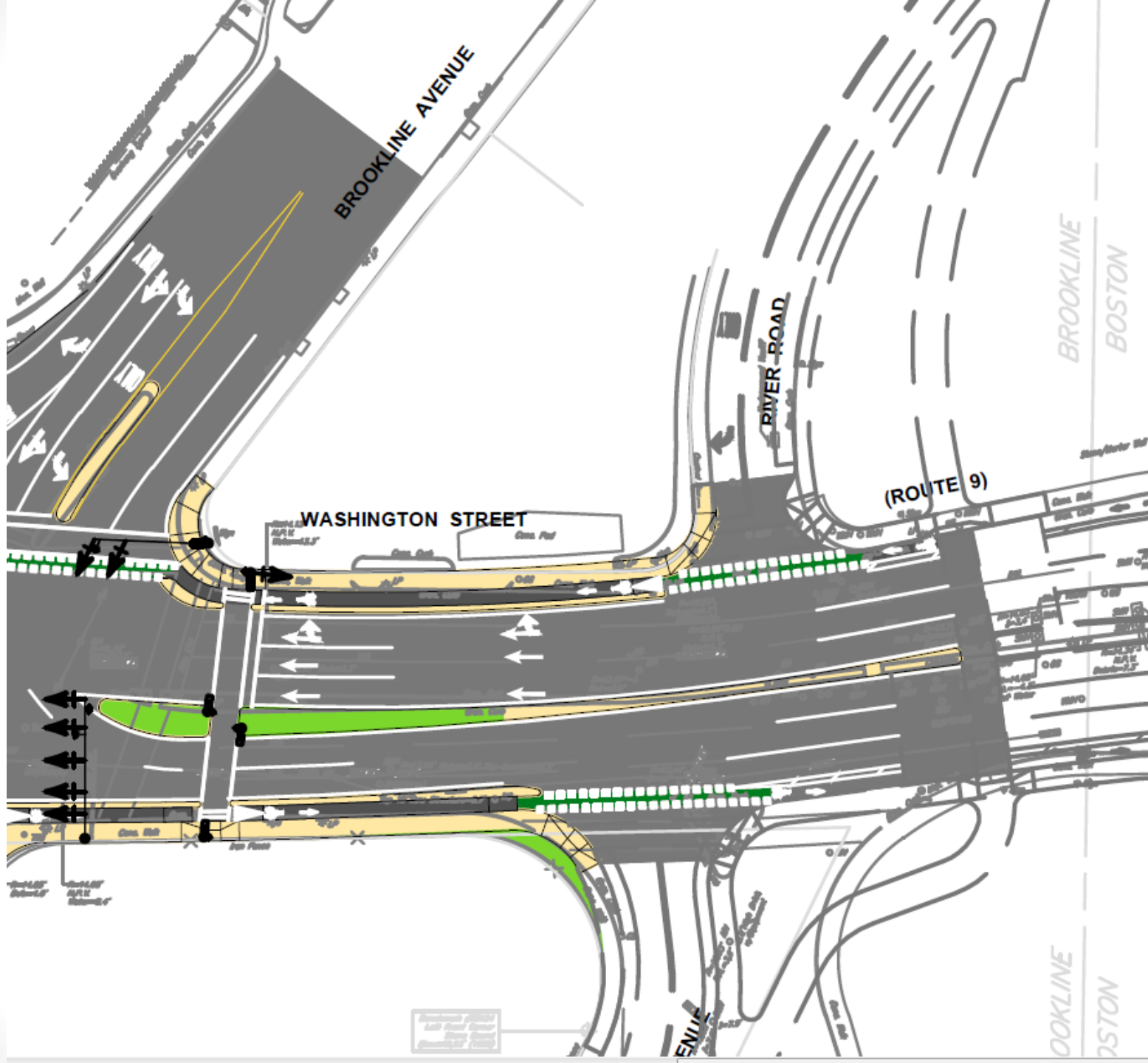
2021 – Signalized Rte 9 Ped Crossing with River Road One-Way				
Intersection/Peak Hour/Movement	V/C	Del.	LOS	Queue
Brookline Ave at Route 9				
<i>Weekday AM:</i>				
Route 9 EB Left	1.00	54.5	D	334/354
Route 9 EB Thru/Right	0.44	4.3	A	35/42
Route 9 WB Left/Thru/Right	1.01	89.8	F	199/401
Drive NB Left/Thru/Right	0.41	47.1	D	49/81
Brookline SB Left	0.40	40.7	D	70/117
Brookline SB Thru	0.40	40.7	D	71/120
Brookline SB Right	0.69	17.0	B	201/289
Overall Intersection	--	48.3	D	--
<i>Weekday PM:</i>				
Route 9 EB Left	0.54	20.3	C	122/129
Route 9 EB Thru/Right	0.53	2.4	A	19/26
Route 9 WB Left/Thru/Right	1.05	61.4	F	399/470
Drive NB Left/Thru/Right	0.32	40.7	D	35/65
Brookline SB Left	1.12	120.9	F	269/442
Brookline SB Thru	1.11	119.6	F	268/441
Brookline SB Right	0.81	23.1	C	286/184
Overall Intersection	--	46.3	E	--

2021 – Signalized Rte 9 Ped Crossing with River Road Two-Way				
Intersection/Peak Hour/Movement	V/C	Del.	LOS	Queue
Brookline Ave at Route 9				
<i>Weekday AM:</i>				
Route 9 EB Left	0.97	50.7	D	332/342
Route 9 EB Thru/Right	0.44	4.3	A	35/42
Route 9 WB Left/Thru/Right	0.83	44.5	D	153/230
Drive NB Left/Thru/Right	0.41	47.1	D	49/81
Brookline SB Left	0.40	40.9	D	70/117
Brookline SB Thru	0.40	41.0	D	71/120
Brookline SB Right	0.67	16.1	B	194/280
Overall Intersection	--	31.7	C	--
<i>Weekday PM:</i>				
Route 9 EB Left	0.54	20.3	C	118/127
Route 9 EB Thru/Right	0.55	2.7	A	18/30
Route 9 WB Left/Thru/Right	0.93	27.0	E	186/339
Drive NB Left/Thru/Right	0.32	40.7	D	35/65
Brookline SB Left	1.01	84.1	F	236/420
Brookline SB Thru	1.00	83.3	F	235/418
Brookline SB Right	0.78	17.8	B	272/149
Overall Intersection	--	37.4	D	--

Source: ENC Final Report

Decision Points: River Road Treatment

<u>Option/Variable</u>	<u>Tradeoffs</u>		<u>Priority Ranking</u>
	Pros	Cons	
1-Way North Bound (17' wide)	More space for sidewalks/landscaping	traffic circulation, increased congestion, challenging access for existing businesses, loss of curbside parking	
2-Way Narrowed (23' wide)	Traffic circulation, access for existing businesses, slightly less space for sidewalks, landscaping, one less barrier to development	loss of curbside parking, scaled down sidewalks/landscaping	
Vehicle Egress Allowed	efficient parking, traffic circulation, narrow driveways, one less barrier to development	cars on River Road	



Decision Points: Public Realm

<u>Option/Variable</u>	<u>Tradeoffs</u>		<u>Priority Ranking</u>
	Pros	Cons	
Sidewalk Width (Min 10'-12')	uniformity, predictability, ped exp	potential loss of curbside parking, potential impacts on greening 2-way River Road	
Public Benefits (trees, landscaping Comp St Elements)	Establishing priorities, saying what we want, sets expectations	Too broad = limited funding for everything	

Decision Points: Parking

<u>Option/Variable</u>	<u>Tradeoffs</u>		<u>Priority Ranking</u>
	Pros	Cons	
Parking Min Use	More assurances around parking supply	May result in more parking than desired, may create more traffic	
Parking Max For District	Limits excessive parking, limits # cars/traffic	May hinder redevelopment feasibility	
District-wide Parking Ratio (.50 - 1.0)	Caps # spaces for whole district, limits # cars, traffic	May hinder redevelopment and limit potential uses	

Decision Points: Zoning

<u>Option/Variable</u>	<u>Tradeoffs</u>		<u>Priority Ranking</u>
	Pros	Cons	
Structure Around Desired uses	Flexibility, incentivizes desired uses	May limit redevelopment feasibility	
Count Parking in FAR?	Smaller project scale, forces developer to examine how much they really need	May hinder redevelopment feasibility, less commercial space built	
Design Guidelines	Control over aesthetics, site/dist functionality	Too specific may limit creativity	
District-wide Height Maximums (75' – 110')	Predictability over form/massing for district as a whole, limits scale where desired	May hinder redevelopment feasibility especially if parking counts in FAR	